

Hongkong Daily Press.

512 PER DOZ.

CLUB
WHISKY.

H. PRICE & Co.

912 PER DOZ.

OLD

PURE

MELLOW

with a
t. Com-
pance.
proprietor.
[1919]

COAL MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VŒUX ROAD. [22]

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Case
ST. ESTEPHE	8.50	8.75
ST. JULIEN	9.00	9.00
LA ROSE	12.00	13.00
CHATEAU LA TOUR BRION	18.00	19.20
CHATEAU MOUTON D'AR	21.00	22.20
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	32.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 22nd March, by the Rev. F. T. Johnson, M.A., JEAN MUIR FOWLER, daughter of the late J. H. FOWLER, of Hongkong and Governor, to EDWARD FALKENBERG, of the Deutsche Asiatische Bank, Hongkong.

DEATH.

On the 15th March, 1901, at 81, Rife Range Road, Shanghai, MARIE, the beloved wife of JAMES H. OSBORN, aged 40 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 23rd March, 1901

A LITTLE over a week ago, when discussing the Annual Report of the Captain Superintendent of Police, we pointed out that it was a notorious fact that for quite a number of years past the strength of the force under Captain Superintendent MAY'S command had been much lower than it should have been. We said too that satisfaction would be felt that the force had been materially added to during the last year—the net addition for the year was sixty-five, of whom thirty-three were Europeans, a proportion which should like to see maintained—but that the standard of safety had not yet been reached, considering the wide area to be patrolled and protected. The continued inefficiency of the police force, in spite of its large increase, has been vividly illustrated during the past few weeks, which have seen two daring burglaries at the same shop in Queen's Road, on China New Year's Day and the 21st inst.; a murderous attack on Mr. ESKIN in Bowen Road on the 3rd inst. in broad daylight, between the hours of 2 and 3 p.m.; and the cruel assault on Mr. REEK on the Praya on the morning of the 14th inst. All these deeds were effected without attracting the attention of the police. We have heard also of several minor cases of assault recently, but as in no case did the aggrieved persons think fit to report to the police they are perhaps scarcely worthy of notice, except as illustrating the general proposition that our local guardians of the peace are by no means sufficient at present with cope with the work before them. In the early days of this Colony violent attacks and robberies by Chinese roughs were an alarming feature of life on the Island. The police force was then, of course, very small compared with what it is now. Much, however, as it has been increased, unless it can bring about a reasonable security for the persons and property of those living in Hongkong it can

but be considered quite inadequate. We trust that no time will be lost by the Government in bringing the force up to the requisite numerical standard. If, as has been suggested, the pay and allowances at present are not sufficient to attract enough men of the class wanted, surely it would be better to spend a little more and remove this disgrace of insecurity to person and property which is apparently threatening us once more.

This information telegraphed out by our London correspondent is certainly surprising, but the surprise is not so much at the alarming character of the rumour as at the fact of the *Times* attaching too much importance to it. Certain events of last year might have been expected to lead to incredulity among the leading London papers as to news coming through some Shanghai channels. There is, of course, no inherent impossibility in Russia having ordered her warships in Japanese waters to sail for Korea, but in view of the fact that she has already a portion of her fleet in the neighbourhood of Masampo it seems highly improbable that she should openly court Japan's hostility, especially at a time when her own relations with Great Britain are so strained as they are at present. The Russian authorities are fully aware of the profound suspicion with which Japan regards her approaches toward Korea. They have not been allowed to forget it. No one would be astonished, least of all the Russians, if in event of Russia suddenly concentrating her fleet off the Korean coast, Japan were to do as the *China Gazette* apparently states she had done, to mobilise a squadron for immediate despatch to Korea. Nor would the step be unreasonable. Japan has very genuine interests in Korea, beyond the traditional and historical connection with the two countries, and the Japanese statesman who would counsel the abandonment of these interests would finish his political prospects at one stroke. This latest story of Russian aggression seems most decidedly in contradiction to Russia's usual wisdom in selecting the time when to advance, and will require the very strongest confirmation before it can be accepted as true.

The Japanese cruiser *Takoe* left on Thursday night for the North.

We regret to learn that the Hon. J. H. Stewart Lockhart, Colonial Secretary, is at the present moment dangerously ill.

Messrs. A. On & Co., photographers, of Queen's Road Central, have sent us a very good view of the Proclamation ceremony on the parade ground.

Messrs. Lauke & Koyge informed us yesterday morning that they had just received a telegram from Messrs. Wm. G. Hale & Co., Saigon, to the effect that quarantine established at Saigon against Singapore had been taken off.

During the 24 hours ended at noon yesterday there were reported one fresh case of plague and one death (Chinese). During the same period another case of small-pox, the thirty-sixth, was reported, the sufferer being a Chinese, found on Castle Steps.

We understand that it is in contemplation to send the reserve men now with the Siege Train contingent at Kowloon back to South Africa, and, if it is possible, provision is to be made for their passage south by the P. & O. steamer *Phaeny*, due here next week.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Tai Shing Paper Co. 825
Donabise Frank & Tamboley 5

The General Manager of the East Asiatic Trading Co. notified us yesterday that the Company had received information that on the 15th March the Norwegian steamer *Tye* was reported in Yokohama as drifting near Inuyoshi (i.e. having lost her propeller. On the 19th the steamer was reported at anchor, tugs engaged).

The night attack on Monday, 18th inst., by troops in the garrison, in which the Volunteer Corps was to have participated, and which was postponed on account of the inclemency of the weather, will take place on Tuesday, 26th inst. The Volunteer Corps will parade at Headquarters at half-past six. A good turnout is requested.

What would undoubtedly have been a disaster of some dimensions was averted by the foresight exercised on the part of a machinist on the U.S.S. *Concord* yesterday morning. By some means at present unexplained, the water in the boilers of the vessel was allowed to become so small in quantity that had the machinist not noticed it an explosion must have taken place during the next hour. As it was, some little damage was done.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be:—
Overture, "Les Deux Magots" Bonillon
Valse, "Blue Bells" Waldteufel
Selection, "Belle of New York" Kerker
Intermezzo, "Endoria" Auger
Solos, "Pleppernand" Eilenberg
Gallops, "Hit and Miss" Hervé
Extra.
Ballet, "May Day" Sullivan
"God Save the King"

H.M.S. *Toku* will pay out of commission at the end of the month, and go into the dockyard reserve.

The Shanghai native press is still daily discussing the Russo-Chinese secret treaty about Manchuria, and angrily denouncing it. This is considered a very good sign.

Mr. Dagmar Willis, husband of Miss Vivienne Dagmar, the "Queen of the Serpentine Dance," who has visited Hongkong more than once, is a trooper in Lumden's Horse returning to India from South Africa.

With regard to the statement of our *Macao* correspondent that the C.M.S.N. Co.'s steamer *Kiang-Tung* is to be laid up for "extensive repairs," we learn that this vessel is only going to have her bottom cleaned, and to be painted. The *Kiang-Tung* is already three months overdue for docking.

The Imperial Japanese training cruisers *Hashidate* and *Idzumi*, with the Japanese naval graduates for 1900 on board, are expected to arrive at Singapore at the end of April. They left Japan on Tuesday last and will call at Manila, Labuan and Batavia en route. They are time to leave Singapore about May 4th, and will return to Japan via Bangkok, Hongkong, Amoy, Shanghai, Chefoo, and the Korean ports.

A tremendous explosion startled the residents of Manila just before noon on the 13th inst. After the alarm had subsided it was found that the explosion had been caused by the lighting of some 500 pounds of condemned dynamite near the Pasay Barracks. The explosive had been carried to a safe distance by Chinese *carroadores*, and when the fuse was lighted, the force of the shock was so terrific that the houses for a great distance round were shaken to their foundations. Luckily no one was injured.

There are five families in Peking whose hereditary right it is to execute the condemned. The executioner who carried out the sentence on Chi Hsin and Hsu Chong-ya the other day claimed that his family had held this prerogative for over 500 years. The knife he wielded had descended from father to son, until now, worn to half its original size, it had a record of thousands of deaths. This man was paid 80 Mexican cents a month. His chief source of income was drawn from a squeeze levied upon his victims to the end that he might perform his task expeditiously, and not hack cruelly at the head—as he undoubtedly would do were the squeeze not paid.

As we have already mentioned, a new school is being opened for boys at Weihaiwei. We see from the preliminary prospectus that the school is to be conducted on public school lines, of the status of the average grammar and proprietary schools of England, and is intended to prepare pupils for entrance to such schools. Earnings are not admissible to the school, but Chinese instruction will be given if required. Weihaiwei will shortly be in possession of an institution which we in Hongkong, for all the years' start which our colony had, are still without. The school at Weihaiwei is due, of course, to private enterprise, but it seems to be much on the same lines as we hope to see adopted here in the future.

The last number to hand of *Truth* has some remarks on the question of loot in China, the editor having received a letter from an English lady in Hongkong, who was struck by the frequent talk about the loot brought from the front by naval and military officers. "At dinners and dances," she writes, "it is one of the chief topics of conversation." After some further quotations, Mr. Labouchere says: "There is a good deal of haggling going on over the indemnity which the Chinese are to pay to outraged Europe. It is only common justice that in assessing the damages the Chinese should be allowed to set off the amount of compensation to which outraged Europe has helped itself." But how is this to be estimated?

The large British ship *Sindia* from New York had a rather unpleasant experience in the Yangtze the other day. The *N.C. Daily News* relates. The wind and tide being very strong, she began to drag; the brake was put on, but the ship took charge; the chain ran out to the bitter end and parted. Another anchor was let go with the same result, and then a third anchor was let go with a six-inch Manila hawser and that parted. Meanwhile, the captain of H.M.S. *Glor*, seeing that the *Sindia* was in difficulties, sent an officer and fifty men to her assistance, and after hard work on their part and on the part of the *Sindia*'s crew, a fourth anchor with a wire hawser was got over the bows, and this held her. The captain of the *Sindia* expresses much gratitude for the prompt and valuable assistance spontaneously rendered him by the great battleship.

A correspondent writes to the *N.C. Daily News* from Tientsin, on the 9th instant, as follows:—"We Britishers are actually asserting ourselves at last. The Russian flags were removed back by our men yesterday from all the railway property, and placed outside the limits of all the ground that the Imperial Chinese Railways had secured for sidings, etc., before the outbreak of hostilities. The Russians at once protested. We sent over troops. They protested more. We sent over more still, and this morning a lot of the Madras Pioneers have gone over to maintain the position. Action seems to have replaced talk, and unless I am tremendously wrong, the Russians will back down." Unfortunately our London correspondent's telegram published last Monday, to the effect that the Russians had seized the disputed railway siding, the British hesitating to act, upsets the foregoing hopes.

The Brough Company after *The Liars* have put on *The Manceur* of June at the Lyceum Theatre, Shanghai.

Admiral Sir Edward Seymour with the fleet will, according to present arrangements, leave next week for the north.

The whole of the crew of H.M.S. *Blenheim* was vaccinated on the voyage between Gibraltar and Port Said, on her way to this station.

Mr. Rockhill, the U.S. plenipotentiary in China, has been instructed to demand reparation quite independently of the other Powers.

The *China Gazette* says that "with reference to the statement published in Shanghai by one of Rev. Mr. Amant's missionary friends that he has been acquitted of the charge of looting," it is able to contradict this upon the highest authority.

Telegraphic advices received at Manila a few days ago state that the American barque *Tan O'Shafter* (the vessel which was reported in Hongkong a month or so ago as lost) has been chartered to load lumber at Puget Sound ports for Manila.

It is officially announced in Singapore that His Royal Highness the Duke of York will land in white uniform. On the 15th inst. there was a meeting of the members of the Straits Chinese British Association in the Town Hall, when the form of welcome to be extended by the Association to Their Royal Highnesses the Duke and Duchess of Cornwall and York was considered.

The *Globe* wrote last month in the course of a leading article—"Russia has other projects on hand calculated to injure us to an almost vital extent. Her 'insidious' efforts to gain possession of the great Kaiping coalfield would, if successful, deprive our warships of a practically inexhaustible supply of smokeless fuel, of the finest quality, while at the same time insuring a monopoly for the Russian Navy. Happily we have reason to hope that this move on the part of the Tsar's Government will be checked. Our contemporary, we imagine, did not at the time of writing contemplate the Kaiping mine falling into German hands, as suggested by the rumour which we mentioned yesterday."

A home paper records a great mystery connected with the War Office last month. Black-edged official envelopes, it appears, were used by that up-to-date department with the "Her" in the words "On Her Majesty's Service" eased by hand and "His" written above it. That black envelopes should be used was not surprising, but why the word "Her" should appear on them was a mystery, and there has been much guessing as to the cause, the first impression being that the War Office had blundered again. It now appears that these envelopes were part of a stock used at the War Office when the Prince Consort died, and having a good number left, the War Office, economical in this as in guano and everything else, hoarded them up, reflecting that they would come in handy some day. It did not seem to occur to the officials of that day that in all probability Her Majesty's successor would be a King and not a Queen, so the words "On Her Majesty's Service" were retained. At any rate, this is the explanation given. Of course the black-edged envelopes used in Hongkong were blackened by hand on the death of the Queen, not part of an old stock, but "Her" similarly gave place to "His"—in the majority of cases.

THE "GLENGLYLE" & "HAN-CHOW" COLLISION.

The collision in the Harbour on Thursday afternoon, a few of the details of which appeared in our issue of yesterday, has excited much interest in shipping circles here in consequence of the altogether unusual circumstances attending it. Additional particulars to hand confirm the previously published account of the casualty, and add further information which goes to prove how disastrous was the error of judgment made in the navigation of one or other of the vessels. At the time of the accident, the harbour, at the point where the mishap occurred, was singularly free of small craft, and the wind, which had been somewhat high the earlier part of the day, had lulled to a great extent, so that the surface of the water was unusually placid. The *Glenogle* was coming from the South, and the *Hanchow* from the North. Both had a good head of steam, and of the two the *Hanchow* appeared to be the more headway. Those on board the *Glenogle* say they were proceeding to the buoy, and observed the other vessel some distance off, making apparently for a mooring position. When they got close, the *Hanchow* made an attempt to cross her bows, and this manoeuvre was thwarted by the *Glenogle*, which struck her forward with considerable force. For a moment both vessels were telescoped, and when they parted a singular sight presented itself. The *Hanchow*'s bow was completely stove in a few feet above the water line, and all the plates upwards to the deck had been pierced or damaged. The force of the impact was so great as to splinter the whole of the ship's side on the port bow aft to a distance of over twelve feet, and new plates will have to be fitted thereto. The *Glenogle* has a large hole on her starboard bow, which also runs down to the water-line, and she too will have to have fresh plates riveted. In addition, her starboard anchor is so badly damaged that she will require a new one before she can leave port. Up to the time of going to press we have received no official information as to the court of enquiry. It is hinted that the Harbour authorities will not hold one, and will therefore take no action in dealing with the certificates of the officers concerned. In that case the *Glenogle* will clear on Tuesday for the North, if she can be patched up in the meantime.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 22nd March, 7.55 p.m.

THE SURRENDER OF MANCHURIA.

The Chinese report that the Throne is signing the Manchurian convention unaltered.

ALL QUIET AT TIENSIN.

On Tuesday last the British and Russian guards were both withdrawn from Tientsin station by Count von Waldersee's order pending the home settlement of the affair. All is now quiet.

AUSTRALIANS' RETURN.

The Australian Naval Brigade leaves on Sunday.

THREATENED DEPOSITION OF THE HEIR APPARENT.

The Empress Dowager threatens to depose Pu Chun, the heir apparent, owing to his unruly behaviour.

LONDON, 21st March, 6.55 p.m.

ALARMING REPORT—RUSSIA, JAPAN, AND COREA.

The *Times*, commenting on the *China Gazette* telegram that the Russian warships on the Japanese coast have sailed for Korea, while the Japanese squadron is being mobilised for immediate despatch to Korea, says that Japan regards Russian approaches to Korea with profound suspicion.

JAPAN NOT TO BE PUT OFF WITH WORDS.

If Russia intends to dispel this suspicion and avert the consequences, it must be by unmistakable and immediate action. Japan is not to be put off by words.

GENERAL NEWS.

LONDON, 21st March, 6.55 p.m.

MONEY MARKET.

Consols stand at 95½. On the loan market weekly advances range from 3½ per cent. to 3½ per cent. Japanese New Loan Bonds are at 120. Bank rate is unchanged.

REUTERS'S SERVICE.

LONDON, 20th March.

BRITISH SOUTH AFRICA.

Lord Salisbury in the House of Lords and Mr. Chamberlain in the House of Commons, announced that Botha had written to Lord Kitchener that he was not disposed to recommend the proffered peace terms to his Government, and added that his Government and chief officers entirely agreed with him.

THE RUSSIAN RIOTS.

The demonstrations in St. Petersburg on Sunday culminated in a revolutionary riot, the workmen supporting the students. Two regiments of Cossacks and the whole of the police were engaged. Of 769 arrests made, 377 were women.

THE RAISING OF "CANTON RIVER."

There seems to be every prospect now of seeing the *Canton River* on the surface of the harbour again. What may be termed the final stage in the operations now in progress for lifting her was reached yesterday, when the second parabolic out of the three which will be employed in the work was placed in position. The task so far has been exceptionally hazardous, inasmuch as, in the first place, before anything could be done towards carrying out this last conceived plan of raising her, nine-ounce gasconet charges had to be used in blasting holes in the ground below, so as to enable the lifting chains to be roved through the ground and round the vessel. This was rendered all the more difficult because of the rocky substances which compose the bed of the Harbour inshore at that particular spot. The holes having been thus bored, two "beds" or clamped rafts, so to speak, had to be constructed, and fitted into position on her starboard side, above the surface, the forward one being 7 feet 9 inches in height, and the after one 7 feet 7 inches. In this detail heavy timbers had to be used, some of them measuring 3 feet by 14 inches. These beds having been completed, two sets of chains were made fast to the starboard rail, and encircling the dredger, were brought up and attached to two extremely heavy purchases, the standing parts of which were anchored below. The hauling parts of these purchases are to be borne to one of the men-of-war in harbour which will be taken to the spot, and by the aid of steam winches it is hoped the dredger will be pulled on an even keel. It now only remains for the third parabolic to be fixed, when the purchases will be put into action. It is stated that those who have the management of the work in hand are confident of success.

THEATRE ROYAL.

"THE FRENCH MAID."

The Dallas Musical Comedy Company staged *The French Maid* at the Theatre Royal on Thursday evening, and repeated their performance last night. This play has met with great success in London, having just completed a 300 nights' run at Terry's Theatre. *The French Maid* is essentially a musical comedy, and contains little in the nature of a plot, upon the unravelling of which the interest of an audience might be roused and maintained. This being the case, the success of the production must necessarily lie with the performers, and this responsibility was fully recognised and worthily assumed by the entire Dallas Company on Thursday and again last evening.

Miss Evelyn de Worms took the principal lady's part of Dorothy Travers, and once more held the audience by her singing, which was repeatedly encored. Miss May Norton as Suzette had better scope for the exercise of acting abilities. As actress, dancer, and singer, she was all that one could ask, and the audience was indebted to her for no inconsiderable portion of the entertainment.

The eccentric Lady Hawser had a clever exponent in Miss Bertha Hunter, and the laughable idiosyncrasies of the lady of the nautical name lost nothing by Miss Hunter's representation, and proved a fruitful source of amusement. Although the part of Madame Cammerment is not vital to the production, Miss Nance Leslie succeeded in imparting an interest to it that quite rejected any idea of obscurity. Miss Violet Capel's cancan dance in the second act roused a storm of applause, which the artist's gracefulness of execution fully merited. A second tit-bit in this act was Miss Hattie Peel's song "Look the other way," which has been specially written and composed for the lady. The song, which is catchy both in words and in music, was vigorously encored, when Miss Peel responded with an equally good rendering of "Hullo, hullo, hullo," the last verse of which she had to repeat. All the minor ladies' parts were satisfactorily represented.

Amongst the actors, Mr. Henry Dallas, although set down in the programme to play Charlie Brown, played the part assigned to Mr. Hugh Metcalfe, who is still suffering from a cold, and took the role of Jack Brown, an English sailor. It is rather to be regretted that this transposition was necessary, as the part of the waiter abandoned in such possibilities as only Mr. Dallas, with his natural gift of drollery, could adequately take advantage of. However, as Jack Brown he played the breezy English sailor to perfection, and was enthusiastically applauded by the real Jack Tars in the audience. An "apricot hit" was made by Mr. Dallas's rendering of "To be loved by a girl like that—the 'that' including quite a number of damsels whose portraits he 'carried next his heart.' Mr. Hugh Metcalfe's part of Charlie Brown, as has already been said, was rich in possibilities, and was well sustained by Mr. Bertam Hermann, who filled the vacancy. Probably the best character on the stage was that of Lieut. Harry Fife, taken by Mr. Harold Godwin. His acting is neither artificial nor forced, and his voice, though not exactly musical, is strong and pleasant. His song "England rules the sea," was received with quite deafening applause. Mr. Geo. L. Wilson as Paul (a gendarme) is inclined to be galvanic, and at times indulges in an excess of action and gesture that could be modified with decided advantage. Admiral Sir Hercules Hawser was very well played by Mr. J. B. Ferrell, although, for an Admiral, his grammar was remarkable, even startling. Mr. Arthur Stanley, Mr. E. C. Foster, Mr. E. D. Menaro, and Mr. Montgomery carried themselves excellently in their respective parts, and contributed in no small measure to a pleasant evening's entertainment.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 21st March.

SIR,—Your leader of this morning with reference to Dr. Hartigan's resignation from the Sanitary Board is very much to a point, but not to the point, and that is that those who pay the piper should call the tune. All the grumbling in the world will not affect the "official phalanx," but they could be promptly brought to listen to reason, and to understand that they are in reality public servants paid by the public, and to do what they are told to do by the commonsense of most. Some of our good citizens have shown that they have public spirit enough to give valuable time and energy, in no small measure, to the service and welfare of the public; it remains for the public to show if they are enough for their own interests to form something in the way of a ratepayers' association. A deliberate resolution by such a body that they severally and separately would pay no rates or taxes until their grievances were attended to would even bring the puissant Secretary of State for the Colonies to become aware of the fact that British people live in Hongkong, and the little tin gods who happen to be here would understand. It was remarked once at a public meeting that the greatest want of Hongkong is the want of public spirit, and Dr. Eitel's history of the colony confirms this dictum, but the colony has fresh blood and amongst our later arrivals there may be a village Hampden with the fear of God only before his eyes, to lead us to obtain the same government that our forebears strived and died for when necessary.—Yours, etc.,
WAITING.

[It seems to us that in spite of our correspondent's opening sentence he is really in agreement with us as to the point of the matter, which is that public apathy is largely responsible for the state of affairs.—ED. L.P.]

NEW ADVERTISEMENTS

NOTICE is hereby given that J. J. COYLE will NOT be RESPONSIBLE for any DEBTS incurred or to be incurred by his wife, ANNIE MATILDA COYLE, and that she has no authority to pledge his credit after this date.

J. J. COYLE.

Hongkong, 22nd March, 1901. [836]

SITUATION-WANTED.

I am a Mercantile or Shipping Office by a YOUNG DANE (24 years).
Apply to—

M. H. C.

Care of Office of this Paper.
Hongkong, 23rd March, 1901. [834]

HONGKONG RIFLE ASSOCIATION.

THERE will be NO "COMPETITION" THIS AFTERNOON, but the Range will be open for Practice. Programmes of Easter Meeting will be published early next week.

ALEX. MACKENZIE.

Hon. Secretary.
Hongkong, 23rd March, 1901. [91]

N. R.

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY AND PRIORY will be held at the FREEMASONS' HALL, on TUESDAY, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 23rd March, 1901. [838]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 28th March, 1901, at 2.45 p.m., at No. 1, Stewart Terrace, the Residence of

G. A. CALDWELL, Esq.

THE WHOLE OF HIS

HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogues.)

TERMS—As Customary.

On View from Wednesday, the 27th inst.,

GEO. P. LAMBERT,

Auctioneer.
Hongkong, 23rd March, 1901. [837]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA."

Captain Hodgins, will be despatched for the

above route on TUESDAY, the 27th inst., at

DAILY.

For Freight or Passage, apply to

DOUGLAS LARSEN & CO.,

General Managers.
Hongkong, 23rd March, 1901. [835]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

THE above Steamship having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersignature

and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LD.

Agents.
Hongkong, 22nd March, 1901. [11]

THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—

Russia and China.

Manchuria and the Powers' Protests.

The Coming Luck Question.

The Elliot and Blondo Incident.

The Sanitary Board and Small-pox.

Dr. Hartigan and the Sanitary Board.

The Vitioli Outrage.

The Crisis: Telegrams.

Sanitary Board.

The Overturning of the Canton River.

Collision in the Harbour.

Another Burglary in Queen's Road.

Shooting-Affair at the Arsenal.

The Vitioli Throwing Outrage.

London College of Music.

Siddling's Walk round the World.

Canton.

Amoy.

Peking.

Northern Notes.

Correspondence.

Watkins, Ltd.

Union Insurance Society of Canton, Ltd.

Hongkong Hotel Co., Ltd.

The Queen Mines, Limited.

China Sugar Refining Co., Ltd.

Luzon Sugar Refining Co., Ltd.

Shanghai and Hongkong Wharf Co.

Supreme Court.

Review.

Royal Artillery Sports.

Cricket.

Football.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in

advance; postage, 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

addressed sent; including postage 34 cents each,

or \$1 for three copies, Cash.

Hongkong, 23rd March, 1901.

ENTERTAINMENT.

THEATRE ROYAL.

CITY HALL.

MR. HENRY DALLAS'

COMIC OPERA SEASON.

TO-NIGHT!

LAST NIGHT

OF THE

HIGHLY SUCCESSFUL

MUSICAL COMEDY

THE FRENCH

MAID.

MONDAY NEXT,

AND ON

TUESDAY AND WEDNESDAY,

FIRST PRODUCTION IN CHINA OF

THE SPARKLING MUSICAL PIECE

THE GAY

PARISIENNE.

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN AT ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Train will run nightly during the

Company's visit.

BERTRAM HERMANN,

Business Manager.
Hongkong, 21st March, 1901. [776]

THE ROBINSON PIANO

CO., LIMITED.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear for Summer.

Hongkong, 14th March, 1901. [495]

BANQUE DE LINDO CHINE.

WHEREAS the following UN-ISSUED

NOTES have been STOLEN from

the Promises of the BANQUE DE LINDO

CHINE and which said Notes are expressed on

the face thereof to be payable at the Branch

Office of the said Banque in Saigon, the num-

bers of which said Notes are as follows:—

Series V 491 to 1,000 of \$1 (One dollar) each

Series Z 491 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED

against purchasing or dealing in any way with

such Notes, as the Banque De Lindo Chine

accepts no liability for the same.

By Order of the Chief Manager in Saigon.

For the Banque De Lindo Chine.

L. BERINDOAGUE,

Acting Manager.
Hongkong, 28th February, 1901. [801]

PUBLIC COMPANIES

UNIVERSAL TRADING CO., LIMITED

NOTICE is hereby given that the General

Manager has made a CALL of \$15 on

the Holders of Shares in UNIVERSAL TRAD-

ING CO., LD., which Call is payable to the

General Manager on the 31st of March, 1901,

at the Company's registered office, No. 4, Des

Vieux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,

General Manager.
[894]

HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3117

for One Hundred Shares NUMBERED

79,601/79,700 inclusive, standing in the Register

in the name of HO LAI SANG, of Hongkong,

having been LOST. Notice is hereby given that

unless the said Certificate be produced at the

Office of the Company, 38 and 40 Queen's Road

Central, Victoria, Hongkong, on or before the

8th day of April, 1901, a New Certificate for the

said Shares will be issued and the Old Certifi-

cate will thereafter be held by the Company as

null and void.

JOHN D. HUMPHREYS & SON,

General Managers.
Hongkong, 8th March, 1901. [881]

PUBLIC COMPANIES

HONGKONG STEAM WATER BOAT

COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of \$2 per Share has been made for the 15th instant.

PAYMENTS to be made to the Undersigned at the Company's Office, No. 20, Des Vieux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order.

J. W. KEW,

Manager.
Hongkong, 2nd March, 1901. [622]

THE GREAT EASTERN AND CALE-

DONIAN GOLD MINING

COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Com-

pany's Office, No. 14, Des Vieux Road Central, THIS DAY (SATURDAY), 23rd March, 1901, at Noon.

By Order of the Board of Directors.
LUTGENS, EINSTMAN & CO.,
General Agents.
Hongkong, 23rd March, 1901. [774]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 14, Des Vieux Road, Victoria, THIS DAY (SATURDAY), the 23rd March, 1901, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th March to 23rd March, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 23rd March, 1901. [733]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on TUESDAY, the 26th March, 1901, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th March, both days inclusive.

By Order of the Board.
C. MOONEY,
Secretary.
Hongkong, 16th March, 1901. [765]

QUEEN MINES, LIMITED.

NOTICE.

THE SECOND ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office, the Company, 38 and 40, Queen's Road Central, on WEDNESDAY, the 27th March, 1901, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the period ending 31st December, 1900.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th March, 1901. [764]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, on WEDNESDAY, the 27th March, 1901, at Noon, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to 27th March, both days inclusive.

JARLINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1901. [683]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 p.m., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to 27th March, both days inclusive.

JARLINE, MATHESON & CO.,
General Agents.
Hongkong, 8th March, 1901. [684]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY, the 29th March, 1901, at 2.45 p.m., at No. 1, Canton Villas, Kowloon, the Residence of

Mr. A. N. JUKS,
The Whole of his

VALUABLE HOUSEHOLD FURNITURE,
Comprising—

Single and Double BEDSTEADS, WARDROBES with BEVELLED MIRRORS, BUREAU, WASHSTANDS, RUGS, BED LINEN, BLANKETS and LACE CURTAINS.

SIDEBOARD, DINING TABLE, OVER-MANTEL, BLACKWOOD WRITING TABLE, CHAIRS, CUTLERY, ELECTED GLASS and CROCKERY WARE, ENGRAVINGS, OIL-PAINTINGS, &c., &c.

BATHROOM and PANTRY REQUISITES.

On View from Thursday, 28th March. Catalogues will be issued.

TERMS—As Customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 22nd March, 1901. [822]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED,

TO-DAY (SATURDAY), the 23rd March, at 11 a.m., at their Sales Rooms, 100 House Street.

16 Bales WHITE and SCARLET BLANKETS, 10 Cases BRILLIANT YELLOW POWDER

And
A Quantity of HADDEN & CO.'S CIGARETTES.

Comprising of
"BAL MASQUE" (Gold Tipped) and
"GOLD FILIGREE" (Cork Tipped).

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st March, 1901. [808]

PUBLIC AUCTION.

THE Undersigned has received instructions from R. M. GRAY, Esq., to Sell by Public Auction, at "BUENOS DIAS" Robinson Road, on

MONDAY, the 25th March, 1901, at 2.45 p.m., A QUANTITY OF

HOUSEHOLD FURNITURE
(Some of English-make).

(Particulars can be seen from Catalogues.)
On View from Saturday, 23rd March, Terms—As Customary.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th March, 1901. [800]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY, the 25th March, 1901, at 3 p.m., at LAI-CHI-KOK.

FIVE FINE LARGE BULLOCKS.

TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 22nd March, 1901. [821]

GOVERNMENT NOTIFICATION.

No. 143.
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 25th day of March, 1901, at 3 p.m., are published for general information.

By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th March, 1901. [730]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of March, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Macdonnell Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for the further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upd. Price.
1.	Lot 1, 1,632	Road 70' 97' 140' 140'	11,502 64	2,500	

Intend. Macdonnell Road 70' 97' 140' 140' 11,502 64 2,500

1,632 Road 70' 97' 140' 140' 11,502 64 2,500

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell

[ALL RIGHTS RESERVED.]

THE BEAUMANOIR GHOSTS.

BY
THE REV. S. BARING-GOULD.
(Author of "Mehalah," &c.)

(Continued.)

Silence had settled down over the old manor house. All had retired to their rooms, and as Homer would have said, All the ways (i.e., the passages) were darkened.

Most of the household and visitors had retreated into bed, and many fagged out with slumbering had fallen asleep.

But in the green bedroom sat Aunt Eliza and her niece, Janie Smythe, not a word was said, but they belonged to a family that had not been blessed into county gentry.

"Auntie," said Janie, who was unclimbed, and wore a white dressing gown, "let us sit by the fire and have a talk. For my part I am not a bit tired."

"Well, my dear, I do not mind two minutes. I like to warm my feet before retiring to bed."

Aunt Eliza was a stout, elderly lady, with a goodnatured florid face. She wore a nightgown when she went to bed, and she was now almost, it may be said, out of fashion. But Aunt Eliza belonged to the old world, and could not be expected to follow the latest fashions.

She was sure she would catch cold if she slept out of her night cap. She also was devoted to her manifold garments, but had donned a dark dressing gown, and sat by the fire hugging her knees, and with her feet on the fender, the soles exposed to the glow and the toes working like those of an infant, to enjoy the heat.

"This is fine old place, is it not, aunt?" asked Janie. "Such a lot of oak paneling, and handsome ceilings. They say it was built in the reign of Elizabeth."

"Yes, I dare say it is a thousand years old," answered the old lady, whose knowledge of history was not exact.

"I like these ancient manor-houses," continued the girl. "They are so cozy."

"I can't hold with you there, Janie," said her aunt. "They seem to me to be draughty."

"Oh, mightily, I dare say," said Janie. "And then, to have a family ghost!"

"Who has?"

"Why, uncle. He bought the house with the ghost in it."

"You don't mean to say so?"

"Yes, I do, two ghosts."

"Where were they in the inventory?"

"That I cannot say. But here they are. You must know, aunt, there was a murder committed here."

"Where! in this room?" and Aunt Eliza's ten toes stood thrilling and erect with horror.

"No, in the room at the end of the great corridor. I'll tell you the story. It was a little foot page who debated the butler about the plate, and he threatened to tell of him. Then the butler smothered the boy, but it was all discovered, and the butler was hanged."

"What was that?"

"I do not know when, but I know it did take place, and the ghosts remain to prove that it was so."

"Have the ghosts been seen?" asked Aunt Eliza.

"Oh, often in old times."

"Yes—I dare say—but, I mean, recently."

"Not since the house passed out of the hands of the old family. Perhaps after all they were not included in the inventory, and so felt that they were not in duty bound to put in an appearance."

"Let us hope so," sighed Aunt Eliza.

"I do not know. They are so interesting and so rare."

"Yes, I suppose they have become rare of late years—if there are such things."

"Oh, of course there must be. How thrilling to see one!"

"It is time for us to go to bed," said Aunt Eliza. "Oh no, auntie, don't sit and let us talk a little longer."

"Well, just two minutes. I feel the warmth now in my feet."

"Aunt Eliza—do you know I have never seen a ghost."

"No—really, how odd. Nor have I."

"I feel, aunt, that our education is not complete till we have. Do you belong to the Psychological Research Society?"

"No, dear, I'm too old for cycling. Besides, there are so many calls on one's purse."

"But aunt, why should not we try to see the ghosts away that we have hunted house?"

"I don't want to see them."

"But I do. I really should like to firmly believe in apparitions, convinced through the testimony of my senses." Janie looked into the fire, then added, "And Aunt, when I was invited here, I resolved, if possible, to get a sight of the ghosts."

"I don't think we have any right to pry into that kind of thing," said Aunt Eliza, curling up her toes, as though clenching her opinion with them.

"I want you, darling, dear, dear Eliza," and Janie came close to her aunt and addressed her coaxingly. "I want you to come with me now, in the depth of the darkness of a winter night, and explore the haunted room."

"But there may be people in it."

"So do I," groaned the coachman, "oh, Shaver! I must speak the truth. I've a body as big as an ox, but a soul no larger than a flea. Run to the door, good boy, and look, and report what you see."

"I shan't do nothing of the sort," replied the page indignantly. "You're a man—you go. It's your duty. You're the eldest."

"But I've a wife and family."

"Well, and if I live, I may have the same. For their sakes, I won't."

"Let us go together."

"Hush!" said the boy, sitting up in bed and pointing.

Both distinctly saw the handle of the door turn.

Instantly both leaped from bed. The coachman caught up the candle and stood, feet apart, shaking with terror, and the candle in his hand oscillating, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

In the darkness, terror became more intense, and the screams and howling continued, and swelled in volume. Presently a door opened, and Mr. Smythe emerged hastily, wrapped about in a dressing gown, and holding a light.

"What does that mean?" he asked, looking at the door, which he had just opened, a light entered, but all at once they were confronted by two spectral forms, the one stout, the other slim.

Piercing shrieks, and the howling as of a bull resounded through the corridor, and instantaneously both lights were extinguished.

"Nightmare! nothing but nightmare," was his explanation. He shut the door of the Haunted Room, and drove Aunt Eliza and their niece into their chamber.

By degrees the alarmed assembly dispersed. Next morning Mrs. Fungus Smythe was radiant. "Nothing could have been better," she said. "It was the climax to the battle—the ghosts. All old families have hereditary ghosts. We have a double man and so have two ghosts."

In the servants hall Mr. Bruce was questioned about the disturbance.

"Was it true that you saw the ghosts?" asked the housekeeper.

"Mrs. Jacks," said the coachman solemnly. "I aver that I did—Two, one stout the other slim. To my dying day I shall be a believer in ghosts."

"Is it true that you went under the bed?"

"Mr. Jacks," answered the coachman. "It is true."

"Frightened, Mr. Bruce?"

"No, ma'am, not frightened. Fright don't rhyme with Bruce. But I am a man of delicacy of feeling, and there were ladies in the corridor, and I was not in my livery."

In the bedroom were Aunt Eliza and Janie. Auntie—those ghosts!

"My dear—they were not ghosts, but very solid human beings."

"I think, Aunt Eliza, it will be best to stick to it; that they were ghosts that we saw."

[THE END.]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dandelion, in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 174, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Lee House Street.

MEE CHEUNG.
Lee House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 34, Queen's Road Central.

H. YERA.
Japanese Photographer, 14, Deaconsfield Arcade, Queen's Road Cl. also Wanchai. Amateurs' Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND.
41 and 43, Des Voeux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission (Greyhound Brand) and Blundell, Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos," Importer of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO.,
19, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Instructions to be sent to the undersigned, from whom forms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th January, 1901. [339]



Dry, and anoint freely with CUTICURA, the great skin cure and purest of emollients. Wear during the night old, loose kid gloves, with finger ends cut off and holes in the palms.

Complete External and Internal Treatment for Every Humour, consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irritate, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure torturing, disgusting humours, with loss of hair, when all else fails. Just depot: H. THOMAS & CO., Sydney, N.S.W. Sole African depot: LONDON LTD., Cape Town. "All about the Skin, Hands, and Hair," free. PORTER, HULL AND CO., Ltd., Sole Props., Boston, U.S.A.

NOW READY.

THE
CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.

FOR
1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts, statistics, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

New Meat Extract Label.



The genuine Liebig Company's Extract is now labelled with the initials of Liebig's Extract of Meat Co. in addition to the blue signature.

The new Label is intended to assist the public in distinguishing between the genuine Liebig's Extract and the many imitations with which the European market is now flooded.

LIEBIG COMPANY'S EXTRACT.

WHAT FINER CAN YOU DRINK THAN

JOHN JAMESON

ANDERSON'S (DUBLIN)
"OWN CASED" Very Old
BLACKBOTTLE
WHISKEY.

Please see you get it with

Metal { BLUE—One Star.
Capsules { PINK—Two Stars.
GOLD—Three Stars.

Sole Export Bottling Agents to J. J. & S.

C. DAY & CO., LONDON.

Sanitary Board Notices receive prompt attention.

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
AND FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

Sanitary Board Notices receive prompt attention.

BAILEY & MURPHY.

CONSULTING ENGINEERS AND
SURVEYORS.

60 & 62, DES VOEUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.E. MECH. E.

E. O. MURPHY, W.E. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared to
Furnish Prices, &c. on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHINIST'S
SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

Hongkong, 3rd December, 1900. [125]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	STUTTGART	Brit. str.	—	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	BOHAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 6th April.
LONDON	DOONEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th April.
LONDON	AGAMENON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd April.
LONDON	AXAX	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April.
LONDON	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th April.
LIVERPOOL DIRECT	STUTTGART	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 3rd April, at Noon.
BREMEN, VIA PORTS OF CALL	ANNAM	Ger. str.	—	Sellier	MESSAGERIES MARITIMES	On 25th inst., at 1 p.m.
HAVRE, BREMEN & HAMBURG	FRIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Jahrens	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jahrens	CARLOWITZ & CO.	On or about 8th April.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Jahrens	CARLOWITZ & CO.	On or about 15th April.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	DODWELL & CO. LIMITED	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	CANADIAN PACIFIC R. CO.	On 3rd April.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.	—	—	O. & O. S. S. Co.	On or about 10th April.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 13th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S. S. Co.	On 28th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	STRATHGOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April, at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 29th inst., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	T. Mumi	BUTTERFIELD & SWIRE	On 9th April.
SHANGHAI & CHINKIANG	LONGMOON	Ger. str.	—	Brub	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	ELITE NOSSACK	Ger. str.	—	Schmitz	SIEMSEN & CO.	On 25th inst., at 4 p.m.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	MESSAGERIES MARITIMES	On or about 5th inst.
SHANGHAI & MANILA	SOBRON	Brit. str.	—	L. M. Wibmer, R.N.R.	P. & O. S. N. Co.	On or about 27th inst.
CHINA, MANILA & WUHU	PEIYANG	Ger. str.	—	Wieso	SIEMSEN & CO.	On or about 30th inst.
POOHOW VIA SWATOW & AMOY	HOHOW	Brit. str.	—	S. Atami	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
SWATOW	AMING MARU	Jap. str.	—	Robson	DOUGLAS LAFRAIK & CO.	On 28th inst., at Noon.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	—	Hodgins	DOUGLAS LAFRAIK & CO.	On 3rd April, at Daylight.
SWATOW, AMOY & TAIWANFOO	PORNOHA	Brit. str.	—	K. Sotajima	DOUGLAS LAFRAIK & CO.	On 3rd April, at Daylight.
TAMSUI VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Sotajima	DOUGLAS LAFRAIK & CO.	On 3rd April, at Daylight.
AMOY & MANILA	MAIZURU MARU	Jap. str.	—	K. Sotajima	DOUGLAS LAFRAIK & CO.	On 3rd April, at Daylight.
CEBU & ILOILO	SUNRISE	Brit. str.	—	—	—	—
MANILA VIA AMOY	KALPONG	Brit. str.	—	—	—	—
MANILA	YUERSANG	Brit. str.	—	—	—	—
MANILA	ENKRALDA	Brit. str.	—	—	—	—
MANILA	ROSETTA MARU	Jap. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	TAIYUAN	Brit. str.	—	—	—	—
SINGAPORE & BOMBAY	SUNSHINE	Brit. str.	—	—	—	—
STRAITS, COLOMBO & BOMBAY	MELPOMENE	Amr. str.	—	—	—	—
	MALAGON	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
 Mar. 21, HOHOW, British str., 846, L. Dawson, Swatow 20th March.—BUTTERFIELD & SWIRE.
 Mar. 22, QUEEN ADELAIDE, British str., 2,830, F. McNair, Shanghai, 18th March, General.—DODWELL & CO.
 Mar. 22, ALBION, German steamer, 2,745, H. Petersen, Japan via Foochow 20th March, General.—CARLOWITZ & CO.
 Mar. 22, COWIE, British steamer, 820, Davies, Moji 18th March, Coal.—ARMHOLD, KARBURG & CO.
 Mar. 22, FANTO, German str., 632, Granth, Moji 17th Mar. Sugar.—SIEMSEN & CO.
 Mar. 22, YAMAGUCHI MARU, Jap. str., 2,059, T. Mumi, Bombay via Singapore 3th Mar. General.—NIPPON YUSEN KAISHA.
 Mar. 22, ASTORIA, German steamer, 3,318, F. Ostermann, Manila 18th March, General.—SIEMSEN & CO.
 Mar. 22, HOHOW, French str., 599, Morles, Pakhoi and Hohow 21st March, General.—A. R. MARTY.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 22ND MARCH.
 Currie, British str., for Singapore.
 Beuchet, British str., for Nagasaki.
 Shuntung, British str., for Hongkong.
 Pausang, British str., for Singapore.
 Apurade, German str., for Haiphong.
 Berlin, German str., for Yokohama.
 Bango Maru, Japanese str., for Singapore.
 Yawata Maru, Japanese str., for Nagasaki.
 Trieste, Austrian str., for Yokohama.
 China, Austrian str., for Singapore.

DEPARTURES.

Mar. 21, TAKOW, Japanese str., for Port Arthur.
 Mar. 21, BANCA, British str., for London.
 Mar. 22, HAICHING, British str., for Swatow.
 Mar. 22, MACEDONIA, British str., for Swatow.
 Mar. 22, HUNAN, British str., for Shanghai.
 Mar. 22, ANGLIS, British str., for Sydney.
 Mar. 22, CONCH, British str., for Palanbang.
 Mar. 22, KWANGSE, British str., for Shanghai.
 Mar. 22, FAUSANG, British str., for Samarang.
 Mar. 22, HUB, French str., for Haiphong.
 Mar. 22, CHINA, Austrian str., for Calcutta.
 Mar. 22, TRIESTE, Austrian str., for Yokohama.
 Mar. 22, APENRADE, Ger. str., for Haiphong.
 Mar. 22, SERBIA, German str., for Yokohama.
 Mar. 22, DINGO MARU, Jap. str., for London.
 Mar. 22, YAWATA MARU, Jap. str., for Yama.

VESSELS IN DOCK.

AMERICAN DOCKS.—Vine, Rajahmundry.
KOWLOON DOCK.—U.S.S. John W. Eaton.
U.S.S. Bennington.—U.S.S. Yorktown, Lehigh.
S.M.S. Hertha.—U.S.S. Newark, H.M.S. Aurora, S.M.S. Jaguar, H.M.S. Robin, H.M.S. Firedrake, H.M.S. Lillo.
COSSMOPOLITAN DOCK.—U.S.S. Concord.
Colonies, Milan, Victoria, Longmoon.

SHIPPING REPORTS.

The German steamer *Albatros*, from Japan via Foochow 20th March, had fresh N.E. monsoon, moderate sea and overcast sky.
 The British steamer *Hohow*, from Swatow 20th March, had dull and cloudy weather and moderate to fresh easterly winds.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KORE, AND YOKOHAMA.
THE Company's Steamship
"OCEANIAN."
 Captain Schmitz, will be despatched for the above ports on or about MONDAY, the 25th inst.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 18th March, 1901. [2]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"ESMERALDA."
 Captain C. T. Blaxland, will be despatched as above on WEDNESDAY, the 27th inst., at 5 p.m.
 This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.
 A Doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 20th February, 1901. [200]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"THALES."
 Captain Robson, will be despatched for the above port TO-DAY, the 23rd inst., at Noon.
 For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.
 Hongkong, 21st March, 1901. [816]

FOR SHANGHAI.
THE Steamship
"LONGMOON."
 will be despatched for the above port TO-DAY, the 23rd inst., at 4 p.m.
 This steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to SIEMSEN & CO.
 Hongkong, 18th March, 1901. [789]

FOR CHINKIANG AND WUHU.

THE German Steamship
"PEIYANG."
 Captain Wieso, will be despatched for the above ports TO-DAY, the 23rd inst., at 4 p.m.
 The steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to SIEMSEN & CO.
 Hongkong, 21st March, 1901. [812]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship
"MAIZURU MARU."
 Captain K. Sotajima, will be despatched for the above ports TO-MORROW, the 24th inst.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 18th March, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 p.m., the Company's Steamship "ANNAM," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via COLOMBO with the steamer *Andromeda*, which vessel takes on her Passengers and Mails leaving that port on the 6th April direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 25th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 13th March, 1901. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUISANG."
 Captain Taid, will be despatched as above on TUESDAY, the 26th inst., at 4 p.m.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 21st March, 1901. [814]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, COLOMBO (MAZAGON), AND BOMBAY.
STEAMERS.
TO SAIL ON.
REMARKS.
 SHANGHAI AND JAPAN. About 26th. Freight only.
 PAN. About 27th. Freight or Passage.
 LONDON, &c. Noon, 30th. See Special Advertisement.
 SHANGHAI. About 30th. Freight or Passage.
 LONDON. About 6th. Freight or Passage.

PASSENGER SEASON, 1901.
 S.S. PLASSY ... 7,340 tons ... March 30th ... MARSEILLES AND LONDON DIRECT
 S.S. SOBRON ... 7,382 tons ... April 27th ... Without Transhipment.
 For Further Particulars, apply to H. A. RITCHIE, Superintendent.
 Hongkong, 16th March, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	March 29
GUENOLE	3,740	W. Frakes	April 1
CLYDEBING	3,328	J. R. Rao	April 12
OLYMPIA	2,837	J. Truebridge	April 26
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains, day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the KLODNEK GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 11th March, 1901. [11]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Shipping Cargo, at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FRIBURG	HAVRE, BREMEN & HAMBURG	About 18th. Freight.
MARBURG	(London with transhipment in Hamburg)	March. Freight.
SAVOIA	HAVRE & HAMBURG	About 27th. Freight.
BAMBERG	(London with transhipment in Hamburg)	March. Freight.
SIBERIA	HAVRE & HAMBURG	About 4th. Freight and Passage.
	(London with transhipment in Hamburg)	April. Freight.
	HAVRE & HAMBURG	About 8th. Freight.
	(London with transhipment in Hamburg)	April. Freight.
	HAVRE & HAMBURG	About 15th. Freight and Passage.
	(London with transhipment in Hamburg)	April. Freight.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 12th March, 1901. [8]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	SAILING DATES.
STUTTGART	WEDNESDAY	3rd April.
KONIG ALBERT	WEDNESDAY	17th April.
PRINZESS IRENE	WEDNESDAY	1st May.
PRINZ HEINRICH	WEDNESDAY	15th May.
PREUSSEN	WEDNESDAY	29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June.
SACHSEN	THURSDAY	27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.
BAYERN	THURSDAY	25th July.
STUTTGART	THURSDAY	8th August.
KONIG ALBERT	THURSDAY	22nd August.
PRINZESS IRENE	THURSDAY	5th September.
PRINZ HEINRICH	THURSDAY	19th September.
PREUSSEN	WEDNESDAY	2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.

ON WEDNESDAY, the 3rd day of April, 1901, at Noon, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 1st April, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 2nd April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 2nd April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

For further Particulars, apply to

Hongkong, 21st March, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA.	Tuesday, 26th Mar., at Noon.
ROSETTA MARU	(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	Friday, 29th Mar., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 5th March, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA"—Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April, 1901.
"EMPEROR OF INDIA"—Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 24th April, 1901.
"EMPEROR OF JAPAN"—Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 16th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"PYRRHUS"	On 29th March.
GLASGOW and LIVERPOOL	"AN ENOR"	On 1st April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 23rd April.
LIVERPOOL, Direct	"AJAX"	On 30th April.
LIVERPOOL, Direct	"TANTALUS"	On 15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 21st March, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TAIWANFOO	"HOIHOW"	On 23rd March.
AMOI and MANILA	"SUNGKIANG"	On 28th Mar. at 5 P.M.
CEBU and ILILO	"KAIFONG"	On 27th March.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOI.

The Company's Steamship

"YUENSANG."

Captain Reife, will be despatched as above on MONDAY, the 25th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th March, 1901.

FOR SHANGHAI AND CHINGKIANG.

The Steamship

"ELITA NOSSACK."

Captain Bruhn, will be despatched as above on MONDAY, the 25th inst., at 4 P.M.

For Freight, apply to

EAST ASIATIC TRADING CO., LD., Agents.

Hongkong, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR KOCHOW VIA SWATOW AND AMOI.

The Company's Steamship

"ANPING MARU."

Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 27th March, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship

"PLASSY."

Captain C. F. Preston, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London, on SATURDAY, the 30th March, at Noon, taking passengers and cargo for the above ports.

All Cargo for France and London will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the s.s. "Mascot."

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. BITCHIE, Superintendent.

Hongkong, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOI, AND TAIWANFOO.

The Company's Steamship

"AKASHI MARU."

Captain K. Sudaoki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

The Company's Steamship

"MELPOMENE."

Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd of April, at Noon.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, May 7, 1901, at Noon.

DOKIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, June 1, 1901, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU SATURDAY, the 13th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th March, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 5th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OABIS, American ship, Amesbury.

Standard Oil Co.

COLONIES, British steamer—Doddwell & Co., Limited.

HATTIE C. SMITH, American schooner, Riley.

Master.

MOZAMBIQUE, British ship, Robt. Clemens.

Standard Oil Co.

SEA WITCH, American ship, Hayes—Master.

Hongkong, 13th March, 1901.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AC.

S.S. "STRATHGYLE" On 30th March

The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBÉ, and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st February, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR," (4,425 Tons).

Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 10th April, 1901, taking Passengers and Cargo For VICTORIA and VANCOUVER, B.C. (VIA INLAND SEA, KOBÉ AND YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong.

Hongkong, 8th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th March, 1901.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SERBIA."

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 20th March, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

The Steamship

"GLENGYLE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.

Hongkong, 21st March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st March, 1901.

S I E N T I N G.

SURGEON DENTIST

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHES.

AND

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900.

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,

LUTGENS, EINSTAMANN & CO.,

Hongkong, 31st August, 1897.

AMERICAN SYSTEM

OF

DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899.

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—Tokyo.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS:

Mike Coal Mines,

Kanada Coal Mines,

Hokoku Coal Mines,

Tagawa Coal Mines,

Ida Coal Mines,

Yanokibara Coal Mines,

Sonoda Coal Mines,

Fukuno Coal Mines,

Yoshimoto Coal Mines,

Onoura Coal Mines,

No. 1, Ohtsuki Coal Mines,

Ichimura Coal Mines,

Kishima Coal Mines,

Yoshio Coal Mines,

Yanano Coal Mines,

Manoura Coal Mines,

The Osaka Shosen Kaisha, Limited,

Tokio Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Kanezaki Cotton Spinning Mills,

Shanghai Cotton Spinning Mills,

Tokio Cotton Spinning Mills,

Mike Cotton Spinning Mills,

Onoda Cement Company,

Imperial Government Paper Mills,

MITSUI BUSSAN KAISHA,

M. FUJISE, Manager.

2786

POHOOMULL BROTHERS,

57 & 59, QUEEN'S ROAD CENTRAL.

POST OFFICE NOTICES.

The Oceanic, with the French Mail of the 22nd February, left Saigon on Friday, the 22nd inst. at 2 p.m., and may be expected here on or about Monday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on the 19th January.

MAILS WILL CLOSURE.

FOR.	PER.	DAY AND HOUR.
Swatow, Yau, Fr. Wilhelmshafen, Lamgenabucht, Herberts-Höhe, Townsville, Brisbane and Sydney.	Nantung.	Saturday, 23rd, 11.00 A.M.
Swatow.	Thales.	Saturday, 23rd, 11.00 A.M.
Taiwan.	Hakow.	Saturday, 23rd, 11.00 A.M.
Hongkong.	Shanghai.	Saturday, 23rd, 11.00 A.M.
Chinking and Wulu.	Hongkong.	Saturday, 23rd, 1.15 P.M.
Shanghai.	Yongyong.	Saturday, 23rd, 3.00 P.M.
Singapore.	Albany.	Saturday, 23rd, 3.00 P.M.
Chiofo.	Independent.	Saturday, 23rd, 4.00 P.M.
Hongkong.	Katung.	Saturday, 23rd, 4.00 P.M.
Swatow, Amoy and Tamsui.	Moitauru Maru.	Saturday, 23rd, 5.00 P.M.
Canton.	Poum.	Sunday, 24th, 9.00 A.M.
Amoy and Manila.	Yuenang.	Monday, 25th, 10.00 A.M.

EUROPE, &c., India via Tutuorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Swatow, Amoy and Tamsui.
Singapore, Penang and Calcutta.
Amoy and Manila.
Manila.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Moji, Kobe, Yokohama, Victoria and Tacoma.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

EUROPE, &c., India via Tutuorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Moji, Kobe, Yokohama, Victoria and Tacoma.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Tutuorin.
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)

Nantou, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.

TO-DAY.

Sale, Sundries, Sales Rooms, Messrs. Hughes and Hough, 11 A.M.
Private Meeting of Shareholders Gt. Eastern and Calcutta C. M. Co., noon.
Meeting of Shareholders China and Manila Steamship Co., noon.
Performance of *The French Maid* by the Dallas Co., City Hall, 4 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

FRIDAY, 22nd March.	
ON LONDON.	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills, 4 months' sight	2 1/2
ON PARIS.	
Bank Bills, on demand	2 1/2
Credits, at 4 months' sight	2 1/2
ON GERMANY.	
On demand	2 1/2
ON NEW YORK.	
Bank Bills, on demand	48 1/2
Credits, 60 days' sight	48 1/2
ON BOHMY.	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
ON CALCUTTA.	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
ON SHANGHAI.	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA.	
On demand	2 1/2 p.c. pm.
ON MANILA.	
On demand	2 1/2 p.c. pm.
ON SINGAPORE.	
On demand	1 p.c. pm.
ON BATAVIA.	
On demand	118 1/2
ON HAIPHONG.	
On demand	2 1/2 p.c. pm.
ON SAIGON.	
On demand	2 p.c. pm.
ON BANQUOK.	
On demand	6 1/2
SOVEREIGNS, Bank's Buying Rate	10
OLD LAMP, 100 lbs. per cwt.	52 1/2
BAN SILVER, per oz.	27 1/2

OPIUM.

Quotations are—	Allow 1/2 net to 1 catty.
Malwa New	8820 to — per picul.
Malwa Old	8820 to —
Malwa Old	8820 to —
P. P. per wrapped	8820 to —
Persian fine quality	8820 to —
Persian extra fine	8820 to —
Persian New	8820 to —
Persian Old	8820 to —
Benares New	8820 to —
Benares Old	8820 to —

VESSELS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Oceanic*, with the next French mail, left Saigon on the 22nd inst. at 2 p.m. for this port.

THE AMERICAN MAIL.
The T. K. R. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 15th inst.

THE N. G. L. steamer *Kwaiberg*, from Hamburg, left Singapore for this port on the 19th inst., and may be expected here on or about the 25th inst.

The P. & O. steamer *Canton* left Singapore for this port on the 19th inst. at 6 a.m.

The steamer *Africa*, from Europe and Straits, left Singapore on the 19th inst., and is due here on or about the 24th inst.

The N. Y. K. steamer *Milne Maru* (Bombay Line) left Kobe via Moji for this port on the 20th inst., and is expected to arrive here on the 27th inst.

The N. Y. K. steamer *Awa Maru* (European Line) left Singapore for this port on the 22nd inst., and is expected to arrive here on the 27th inst.

The steamer *Louther Castle*, for Straits, Hongkong, China and Japan, left New York on the 30th January.

JOINT STOCK SHARES.

Hongkong, 22nd March.

COMPANY. PAID UP. QUOTATIONS.

Hongkong & S. S. Co. \$125 1/2 (50 p.c. prem. = 50/21)

China & Japan, only 24 1/2

Natl. Bank of China 41 1/2

A. Shares 49 1/2

B. Shares 48 1/2

Poun. Shares 41 1/2

Bell's Asbestos E. A. 41 1/2

Campbell, Stokes & Co. 41 1/2

China Light and 41 1/2

Power Co., Ltd. 820 20 nominal

China Prov. L. & M. 100 1/2

China Sugar 100 1/2

Cigar Companies— 100 1/2

Alhambra, Limited 500 1/2

La Commercial, Ltd. 500 1/2

Hongkong Ry. 500 1/2

La Favorita, Ltd. 500 1/2

Cotton Mills— 100 1/2

Ewo 100 1/2

International 100 1/2

Laon Kung Mow 100 1/2

Soychew 100 1/2

Yahloong 100 1/2

Hongkong 100 1/2

Dairy Farm 100 1/2

Fenwick & Co., Geo. 100 1/2

Green Island Cement 100 1/2

H. & C. Bakery 100 1/2

Hongkong & C. Gas 100 1/2

Hongkong Electric 100 1/2

H. H. L. Tramways 100 1/2

H. H. L. Water 100 1/2

H. H. L. Co., Ltd. 100 1/2

Hongkong Hotel 100 1/2

Hongkong Ice 100 1/2

H. & K. Wharf & G. 100 1/2

H. & W. Dock 100 1/2

Insurance 100 1/2

Canton 100 1/2

China Fire 100 1/2

China Traders 100 1/2

Hongkong Fire 100 1/2

No. 1 China 100 1/2

Union 100 1/2

Yangtze 100 1/2

Land and Building 100 1/2

Hongkong Land 100 1/2

Kowloon Land & B. 100 1/2

West Point Banking 100 1/2

Luzon Sugar 100 1/2

Charbonnages 100 1/2

Gt. Est. & C. Union 100 1/2

Do. Preference 100 1/2

Jelaba 100 1/2

Queen's Mines, Ltd. 100 1/2

Olivier Mines, A. 100 1/2

Do. B. 100 1/2

Punjon 100 1/2

Do. Preference 100 1/2

Jabubs 100 1/2

New Amoy Dock 100 1/2

Orient Hotel, Ma. 100 1/2

Robinson Piano Co., Ltd. 100 1/2

Steamship Co., Ltd. 100 1/2

China and Manila 100 1/2

China Mutual Prof. 100 1/2

China Ordinary 100 1/2

Do. 100 1/2

Douglas Steamship 100 1/2

Indo-China S. N. 100 1/2

Shell Transport and 100 1/2

Trading Co., Ltd. 100 1/2

Star Ferry 100 1/2

Tobacco Planting Co. 100 1/2

United Asbestos 100 1/2

Wanchai Warehouse 100 1/2

Watkins, Ltd. 100 1/2

Watson & Co., A. S. 100 1/2

Universal Trading 100 1/2

Co., Ltd. 100 1/2

VERNON & SMITH, Brokers.

PASSENGERS.

DEPARTED.

Por Binge Maru, for Marseilles, &c., Mr. and Mrs. A. Rodger and five children, Mr. and Mrs. M. S. Northcott, Mr. and Mrs. J. Holmes and three children, Mr. and Mrs. Purvis and two children, Mrs. Mather, Miss Daisy Mather, Miss Wilson, Mr. C. T. Robinson and infant, Messrs. J. Blackett, Karlson, Hoptland, A. Berg, Mr. and Mrs. Shillington, Messrs. S. H. Toven, D. B. Thomas, Master D. B. Mendis, Mrs. H. Pinckney and infant, Messrs. H. N. Beauchamp, Georges Conty, P. W. Macgregor, Mocker, S. Hirayama, K. Hirayama, T. J. Blomfield, K. Sato, A. W. Torkington, Mr. and Mrs. W. B. Roff, Master Roff, Messrs. K. Shikaku, T. Ito, Mr. and Mrs. R. A. Brown, Messrs. G. Takada, Y. Yazu, M. Kawashima, K. Hayama, Capt. Howse, and Mr. Svensson.

Por Yonaka Maru, for Japan, Miss A. Ito, Miss H. Ito, Messrs. K. Fujio, Geo. E. Clarke, Geo. B. Carey, Mrs. B. Ogata and infant, Mr. MacNab, Rev. Murray, Mr. Prondit, Mr. and Mrs. Geo. B. Hopkins, Mr. and Mrs. Young, Miss Carlson, Messrs. Allan Cameron, Ganvort, D. F. Hamersly, Joe Goddard, C. Sayers, C. Johnson, Mrs. Mathison, Miss Gray, Mr. and Mrs. Greenwood, Mr. and Mrs. Fisher, Messrs. F. Messner, E. L. Farrer, E. Catlow, E. Y. Finckel, H. Chipman, Miss P. A. Tully, Miss A. Beaver, G. R. Fatto, W. A. Tully, Miss A. Tully, Miss M. Tully, Miss M. MacDonald, Mr. W. S. Young, Mr. Perry, Miss M. Perry, Miss T. Perry, Miss K. Perry, Mr. and Mrs. H. Murphy, Miss Barton, Messrs. H. W. Wickham, H. Simms, E. W. Cawte, Mr. and Mrs. Ishikawa, Messrs. M. Arino and Fernando Zomara.

HONGKONG REGISTER.

Periods: On date, On date, On date.

Thermometer 80.22 80.21 80.21

Humidity 77 77 77

Direction of wind 10 10 10

Force of wind 10 10 10

Weather 10 10 10

Highest open air temperature on the 23rd 80.22

Lowest open air temperature on the 23rd 77

Hongkong Observatory, 22nd March.

HONGKONG TIDE TABLE.

23rd to the 25th March, 1901.

High Water, Low Water.

Day, Month, Year.

Hour, Minute, Second.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. Alexander

Mr. D. A. Andrews

Mrs. Angus

Mrs. Ashton

Mrs. A. M. Atkinson

Mr. J. T. Barker

Mr. B. J. Barlow

Mr. W. S. Bailey

Mr. & Mrs. O. M. D. Bell

Mr. Henry K. Belden

Mr. F. G. A. Beringer

Mr. Black

Mr. G. Blanchard

Mr. David Bisset

Mr. P. Bonnet

Mrs. E. W. Borthwick

Lieut. Brandreth, R.N.

Mrs. Brandreth

Capt. R. A. Bunn

Capt. & Mrs. Bruce

Mr. C. M. G. Burnie

Dr. & Mrs. F. Clarke

Mr. T. B. Clarke-Thomson

Mr. Hill and valet

Mr. Julius Cohn

Mr. J. V. Crighton

Mr. J. H. H. Davies

Mr. & Mrs. H. Dallas

Capt. & Mrs. Davis

Mr. E. H. Dwyer

Mr. G. M. Dwyer

Major Dorehill, R.A.

Mr. & Mrs. Glenister

Capt. P. S. Dyon

Mr. & Mrs. A. Spencer

Ellison

Com. F. H. Elderton, R.N.

Dr. and Mrs. Sheldon

Evans

Mr. & Mrs. F. F. F. F.

Mr. G. Fleming

Mr. & Mrs. C. A. Field

Mr. H. Gage

Mr. and Mrs. Kennedy

Gibson

Mr. G. Glover

Capt. G. G. G. G.

Mr. John Grant

Mr. P. Huns

Mr. H. Handelman

Baron v. Hardt

Mr. John Harvey

Mr. B. Hermann

Mr. C. Hochappel

Mr. & Mrs. G. D. Howkins

Mr. Thos. Howard

Mrs. J. B. Jackson and child

Mr. A. Johnson

Mr. & Mrs. E. S. Joseph

Mr. & Mrs. J. J. J.

Mr. S. S. S. S.

Mr. J. W. C. S. S.

Mr. H. W. S. S.

Colonel F. S. S.

Major and Mrs. S. S.

Miss May S. S.

Master Harry S. S.

Miss S. S.

Mr. A. A. S. S.

Mr. A. A. S. S.

Colonel S. S.

Mr. G. H. S. S.

Mr. E. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs. S. S.

Mrs.